



8Feb AF
SA

PATENT
ATTORNEY DOCKET NO.: 051480-5045

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

In re Application of: Oskar DAUNER et al.) Confirmation No: 6679
)
Application No.: 09/856,321) Group Art Unit: 3661
)
Filed: November 19, 2001) Examiner: T. Nguyen
)
For: MOTOR VEHICLE COMMUNICATION)
SYSTEM AND METHOD FOR EXCHANGING)
DATA IN A MOTOR VEHICLE)

U.S. Patent and Trademark Office
220 20th Street S.
Customer Window
Mail Stop Appeal Brief- Patents
Crystal Plaza Two, Lobby, Room 1B03
Arlington, VA 22202

APPELLANTS' BRIEF UNDER 37 C.F.R. § 1.192 TRANSMITTAL FORM

1. Transmitted herewith is an Appellants' Brief Under 37 C.F.R. § 1.192 (in triplicate), which is being submitted further to the Notice of Appeal filed March 9, 2004.
2. Additional papers enclosed.

Drawings: Formal Informal (Corrections)
 Information Disclosure Statement
 Form PTO-1449, ___ references included
 Citations
 Declaration of Biological Deposit
 Submission of "Sequence Listing", computer readable copy and/or amendment pertaining thereto for biotechnology invention containing nucleotide and/or amino acid sequence.

3. Oral Hearing Under 37 C.F.R. § 1.194

10/05/2004 SDENB0B1 00000058 500310 09856321
02 FC:1255 2080.00 DA

Oral hearing is hereby requested.
 Fee under 37 C.F.R. § 1.17(d) is enclosed.

4. Extension of time

The proceedings herein are for a patent application and the provisions of 37 CFR 1.136(a) apply.

[X] Appellants petition for an extension of time, the fees for which are set out in 37 CFR 1.17(a), for the total number of months checked below:

<u>Total months requested</u>	<u>Fee for extension</u>	<u>[fee for Small Entity]</u>
<input type="checkbox"/> one month	\$ 110.00	\$ 55.00
<input type="checkbox"/> two months	\$ 430.00	\$ 215.00
<input type="checkbox"/> three months	\$ 980.00	\$ 490.00
<input type="checkbox"/> four months	\$ 1,530.00	\$ 765.00
<input checked="" type="checkbox"/> five months	\$ 2,080.00	\$1,040.00

Extension of time fee due with this request: \$2,080.00

5. Fee Payment

[] No fee is to be paid at this time.

[X] The Commissioner is hereby authorized to charge \$ 2,420.00 (\$340.00 for the appellants' brief fee 37 under CFR § 1.17(c) and \$2,080.00 for the extension of time fee under 37 CFR § 1.17(a)) to Deposit Account No. 50-0310.

[X] The Commissioner is hereby authorized to charge any additional fees which may be required, including fees due under 37 C.F.R. §§ 1.16 and 1.17, or credit any overpayment to Deposit Account 50-0310.

Respectfully submitted,
MORGAN, LEWIS & BOCKIUS

By: _____

Peter J. Sistare
Reg. No. 48,183

Dated: October 4, 2004

CUSTOMER NO. 009629
MORGAN, LEWIS & BOCKIUS LLP
1111 Pennsylvania Avenue, N.W.
Washington, D.C. 20004
(202) 739-3000



PATENT
ATTORNEY DOCKET NO.: 051480-5045

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

In re Application of: Oskar DAUNER et al.) Confirmation No: 6679
Application No.: 09/856,321)
Filed: November 19, 2001) Examiner: T. Nguyen
For: MOTOR VEHICLE COMMUNICATION)
SYSTEM AND METHOD FOR EXCHANGING)
DATA IN A MOTOR VEHICLE)

U.S. Patent and Trademark Office
220 20th Street S.
Customer Window
Mail Stop Appeal Brief- Patents
Crystal Plaza Two, Lobby, Room 1B03
Arlington, VA 22202

APPELLANTS' BRIEF UNDER 37 C.F.R. § 1.192

This brief is in furtherance of the Notice of Appeal, which was filed in the above-identified patent application on March 9, 2004.

The period for filing this brief extends through October 9, 2004 by a five-month extension of time petitioned for herein. The fee required under 37 C.F.R. § 1.17(c) is being filed concurrently herewith.

This brief is being filed in triplicate.

1. The Real Party In Interest

The real parties in interest in this appeal are Siemens Aktiengesellschaft of München, Germany and Daimler Chrysler AG of Stuttgart, Germany.

10/05/2004 SDENBDB1 00000058 500310 09856321
01 FC:1402 340.00 DA

2. Related Appeals and Interferences

Appellants are not aware of any other appeals or interferences that will directly affect, or be directly affected by, or have a bearing on the Board's decision in the appeal.

3. Status of Claims in Application

The status of the claims is as follows:

Claims canceled: none.

Claims pending: 1-11.

Claims allowed: none.

Claims rejected: 1-11.

The claims on appeal are 1-11.

4. Status of Amendments

Appellants filed an Amendment and Request for Reconsideration under 37 C.F.R. § 1.116 on February 9, 2004 in response to the Final Office Action dated September 9, 2003 (Paper No. 10). Entry of this Amendment and Request for Reconsideration under 37 C.F.R. § 1.116 was denied in the Advisory Action (Paper No. 11) dated March 17, 2004. Appellants note that the Amendment and Request for Reconsideration under 37 C.F.R. § 1.116 did not include any amendments to the claims. Although denied entry, the Examiner indicated that the Request for Reconsideration under 37 C.F.R. § 1.116 "has been considered but does not place the application in condition for allowance because the references cited do not read on the claimed invention. Especially, <the> Eitzenberger reference does not teach the 'priority management system' in at least column 7, line 65 to column 8, line 4."

5. **Summary of the Invention**

Appellants' invention relates generally to a vehicle communication system and a method for exchanging data in a vehicle, in which data is exchanged between a plurality of different data sources that are connected to a processor unit, and a plurality of operator consoles that are connected to the processor unit. The communication system is used for carrying out applications, functions and services. As described at page 6, line 6 – page 7, line 2, and illustrated in Fig. 1 of Appellants' specification, a vehicle communication system according to a preferred embodiment includes a processor unit 1 connected by a data bus 12 to a plurality of different data sources. The data sources may include, for example, a navigation unit 2, an audio system 4 for outputting audible signals, a tuner 5 for receiving radio signals or television signals, a playback device for DVD and CD media, an interface 7 for connecting to a portable computer, a mobile telephone module 8, or a locating module 11 that includes a GPS receiver, a gyroscope and a distance meter. A plurality of operator consoles 9 are also connected to the processor unit 1 by the data bus 12. Each operator console 9 has a user interface that may include, for example, a keyboard, a trackball, a microphone for voice recording or as input means for a voice-operated system, a loudspeaker, a headset, or a display device.

As described at page 7, ll. 11-25, a central system controller 17, an operator console controller 20 and a priority management system 19 are implemented with the processor unit 1. The priority management system 19 includes modules that are functionally assigned to the central system controller 17 and modules that are functionally assigned to the operator console controller 20. By means of the priority

management system 19, each operator console 9 can be allocated an access priority with respect to the individual applications. Thus the invention provides, for example, that the operator console of the vehicle driver may be allocated the highest priority for access to the navigation system, while the operator console of the vehicle driver may be denied access to the television receiver. *See page 3, ll. 25-30.* In addition, the priority management system 19 controls access of the individual applications to the data bus 12 and to the individual operator consoles 9. Thus the priority management system 19 may allow access to the bus for a high-ranking application, such as a traffic jam warning for the driver, while one or more low ranking applications are terminated or their data transmission is reduced. In this manner, the priority management system 19 prevents overloading of the data bus 12. *See page 8, ll. 6-22.*

6. Issues

The issues presented for review are:

- I. whether claims 1-4 and 7-9 are unpatentable under 35 U.S.C. § 102(e) over U.S. Patent No. 6,023,232 to Eitzenberger ("Eitzenberger");
- II. whether claims 10 and 11 are unpatentable under 35 U.S.C. § 102(e) over Eitzenberger; and
- II. whether claims 5 and 6 are unpatentable under 35 U.S.C. § 103(a) over Eitzenberger in view of U.S. Patent No. 5,960,035 to Sridhar et al. ("Sridhar").

7. Grouping of Claims

- I. Claims 1-4 and 7-9 stand or fall together.
- II. Claims 10 and 11 stand or fall together.

III. Claims 5 and 6 stand or fall together.

Appellants respectfully submit that claims 1-4 and 7-9 are separately patentable from claims 10 and 11 at least because the claims are directed to different statutory classes of invention, *i.e.* apparatus and method, respectively.

8. Arguments

Appellants respectfully submit that claims 1-11 are allowable over the applied prior art for at least the following reasons, and that the final rejections of claims 1-4 and 7-11 under 35 U.S.C. § 102(e), and the final rejections of claims 5 and 6 under 35 U.S.C. § 103(a), should be reversed.

I. Claims 1-4 and 7-9

Summary of Eitzenberger

As described at col. 4, line 27 – col. 5, line 20, Eitzenberger is directed to a vehicle communications system having a central computer 1, a plurality of data networking applications, and a plurality of individual devices connected with the central computer 1. The applications include fleet management, route planning, remote diagnosis, antitheft protection, and data communications such as the sending of electronic mail. The devices include a GPS (Global Position System) receiver, a mobile computer in the form of a PDA (personal digital assistant), a cellular telephone (GSM-Global System for Mobile), a CD-ROM (Compact Disc-Read Only Memory) unit, and an RDS-TMC (Radio Data Service-Traffic Message Channel) device.

Various interfaces are used to connect these devices to central computer 1, such as a CAN (Controller Area Network), a PCMCIA (Personal Computer Memory Card International Association), an RS232 connection, an IR connection, and a D2B connection.

Data communication between the devices and central computer 1 takes place over data transmission channels associated with the various interfaces. The devices are not each associated with a specific application, but are called upon flexibly to fulfill their inherent functions by an adaptive application control that is integrated with the central computer 1. The adaptive application control selects the most suitable device and the corresponding communications channel for a desired purpose. Several applications can use the same device for communication, with the adaptive application control deciding which connection requirements take precedence, while connecting the corresponding communications channel to the device. As a result, the provision of redundant equipment on the vehicle, with identical devices for different data networking applications, can be avoided. Conversely, certain functions can be performed in a redundant fashion over different information channels. For example, determination of the current vehicle position can be performed by GPS, cellular phone, and/or a beacon system. *See col. 7, ll. 33-47.* As described at col. 7, line 65 – col. 8, line 4, the adaptive application control is also designed for performing a multiplex function in which several applications simultaneously access a communications device. This function includes prioritization of the applications and the interruptability of the various communications channels.

Independent claim 1 recites a communication system, including at least one processor unit in a vehicle for controlling applications, a plurality of different data sources connected to the processor unit, a plurality of operator consoles connected to the processor unit, and a central system controller. The central system controller includes a priority management system that allocates to the individual operator consoles access rights with different degrees of priority to the applications.

It is respectfully submitted that Eitzenberger fails to teach Appellants' invention for at least the following reasons.

Eitzenberger is completely silent with respect to the feature of individual operator consoles. Accordingly, Eitzenberger cannot teach or suggest the feature of a priority management system that allocates to the individual operator consoles access rights with different degrees of priority to the applications, as recited in claim 1. Even if the devices of Eitzenberger, such as the GPS receiver, PDA, cellular phone, etc., were considered to teach the operator consoles of Appellants' invention, Eitzenberger still would not teach the feature of a priority management system that allocates to the individual operator consoles access rights with different degrees of priority to the applications, at least because the devices of Eitzenberger do not access the applications. The applications of Eitzenberger access the devices.

As pointed out in MPEP § 2131, "[t]o anticipate a claim, the reference must teach every element of the claim." Thus, "[a] claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described, in a single prior art reference. Verdegaal Bros. v. Union Oil Co. Of California, 2 USPQ 2d 1051, 1053 (Fed. Cir. 1987)."

Claims 2-4 and 7-9 depend from claim 1 and recite the same combination of allowable features recited in independent claim 1, as well as additional features that define over the applied reference.

II. Claims 10 and 11

Independent claim 10 recites a method for exchanging data in a vehicle, in which at least one processor unit and a plurality of data sources communicate with operator consoles via a data bus. The method includes different applications being controlled by the processor unit so that the applications output onto different output devices, and access rights with different degrees of priority to the applications being allocated to the individual operator consoles.

It is respectfully submitted that Eitzenberger fails to teach Appellants' invention for at least the following reasons.

As described above, Eitzenberger is completely silent with respect to the feature of individual operator consoles. Accordingly, Eitzenberger cannot teach the feature of access rights with different degrees of priority to the applications being allocated to the individual operator consoles, as recited in claim 10. Even if the devices of Eitzenberger, such as the GPS receiver, PDA, cellular phone, etc., were considered to teach the operator consoles of Appellants' invention, Eitzenberger still would not teach or suggest the feature of access rights with different degrees of priority to the applications being allocated to the individual operator consoles, at least

because the devices of Eitzenberger do not access the applications. The applications of Eitzenberger access the devices.

As pointed out in MPEP § 2131, "[t]o anticipate a claim, the reference must teach every element of the claim." Thus, "[a] claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described, in a single prior art reference. Verdegaal Bros. v. Union Oil Co. Of California, 2 USPQ 2d 1051, 1053 (Fed. Cir. 1987)."

Claim 11 depends from claim 10 and recites the same combination of allowable features recited in independent claim 10, as well as additional features that define over the applied reference.

III. Claims 5 and 6

Summary of Sridhar

Sridhar is directed to an apparatus 200 for load balancing a computer processor 103 that operates a data communications program for data transmission and reception over a communications channel 105, concurrently with other applications programs. The apparatus includes a loading selector 205 for selection of a data transfer priority. Depending upon the data transfer priority selected by the user, the processor 103 has sufficient remaining availability for the concurrent operation of the other applications programs. *See Abstract.*

Claims 5 and 6 depend from claim 1 and recite the same combination of allowable features recited in independent claim 1, as well as additional features that define over the applied reference.

It is respectfully submitted that Eitzenberger in combination with Sridhar, fails to teach or suggest Appellants' invention for at least the following reasons.

Sridhar also does not teach or suggest the feature of a priority management system that allocates to the individual operator consoles access rights with different degrees of priority to the applications, as recited in claim 1. Therefore, a combination of Eitzenberger and Sridhar still fails to teach or suggest the combination of features recited in Appellants' claims 5 and 6 .

MPEP § 2143.03 points out that “[t]o establish prima facie obviousness of a claimed invention, all the claimed limitations must be taught or suggested by the prior art. In re Royka, 409 F.2d 981, 180 USPQ 580 (CCPA 1974).”

At least for the above-described reasons, Appellants respectfully assert that the rejection under 35 U.S.C. § 102(e), of claims 1-4 and 7-11, and the rejection under 35 U.S.C. § 103(a), of claims 5 and 6, should be reversed in whole.

In view of the foregoing, Appellants respectfully request the reversal of the Examiner's rejections and allowance of the pending claims. If there are any other fees due in connection with the filing of this Appeal Brief, please charge the fees to our Deposit Account No. 50-0310. If a fee is required for an extension of time under 37 C.F.R. § 1.136 not accounted for above, such an extension is requested and the fee should also be charged to our Deposit Account No. 50-0310.

Respectfully submitted,

MORGAN LEWIS & BOCKIUS LLP

By: 
Peter J. Sistare
Registration No. 48,183

Dated: October 4, 2004

CUSTOMER NO. 009629
MORGAN LEWIS & BOCKIUS LLP
1111 Pennsylvania Avenue, N.W.
Washington, D.C. 20004
(202) 739-3000

9. Appendix

1. (Previously Presented) A communication system which has:
 - at least one processor unit (1), arranged in the vehicle, for controlling applications (15),
 - a plurality of different data sources (2, 4, 5, 6, 8) which are connected to the processor unit (1),
 - a plurality of operator consoles (9) which are connected to the processor unit (1) and have user interfaces for accessing the applications (9) and for data playback, and
 - a central system controller (17) having a priority management system (19) which allocates to the individual operator consoles (9) access rights with different degrees of priority to the applications (15).
2. (Original) The vehicle communication system as claimed in claim 1, characterized in that functions (16) which are implemented on the processor unit (1) or on a data source (2, 4, 5, 6, 8) are assigned to the applications (15).
3. (Previously Presented) The vehicle communication system as claimed in claim 1, characterized by an operator console controller (20.1, 20.2) with which the individual operator consoles (9) can be individually configured.

4. (Original) The vehicle communication system as claimed in the preceding claim, characterized in that the priority management system (19) allocates to the applications (15) individual access rights to a data bus (12) and/or to the processor unit (1).

5. (Original) The vehicle communication system as claimed in the preceding claim, characterized in that the priority management system (19) allocates to the applications (15) access to the data bus (12) as a function of the loading of the data bus (12) at that time.

6. (Previously Presented) The vehicle communication system as claimed in claim 4, characterized in that when a defined load of the data bus (12) is reached or exceeded, at least one low-level application is aborted or its data transmission rate is reduced.

7. (Previously Presented) The vehicle communication system as claimed in claim 4, characterized in that the access of an application (15) to the data bus (12) can be controlled as a function of the priority of the requesting operator console (9).

8. (Previously Presented) The vehicle communication system as claimed in claim 1, characterized in that the operator console controller (20.1, 20.2) allocates individual access rights to the applications (15) for the access to an operator console (9).

9. (Previously Presented) The vehicle communication system as claimed in claim 1, characterized in that a user interface (22) of an operator console (9) can be configured individually by the operator console controller (20.1, 20.2).

10. (Original) A method for exchanging data in a vehicle, in which at least one processor unit (1) and a plurality of data sources (2, 4, 5, 6, 8) communicate with operator consoles (9) via a data bus (12),

different applications (15) being controlled by the processor unit (1) so that they output onto different output devices (21),

access rights to the applications (15) being allocated to the operator consoles (9),

access rights with different degrees of priority to the applications (15) being allocated to the individual operator consoles (9).

11. (Original) The method as claimed in the preceding claim, characterized in that an operator console controller (20.1, 20.2) controls one or more of the following functions individually for an operator console (9):

user prompting at the man/machine interface,
assignment of running applications or their menus to defined positions of a display device,

assignment of the access right of applications to an output device of the operator console.